

Sens Unkles  
**UNKLES**

From page one  
after giving the go-ahead for the money, which would have involved 80 per cent equity participation, the SDA pulled out and decided that it would rather help reorganise the company under a receiver.  
At least £1m, would be needed to buy the assets of the company, which had a turnover last year of £3m. Mr. Osbourne added that he hoped suppliers would still continue with the firm while the future is decided.  
Twice winner of the Queen's Award for Exports in 1974 and 1975, W. S. Unkles was a fast-moving firm in the fish business. Troubles first started to build up with the bad herring season last year, which meant that supplies were seriously cut-back.  
A new factory put up in conjunction with Fingoscaudia UK at Bellshill, Glasgow, early last year had to be closed in December because there was not enough herring available.  
\*See column five

# MARR'S 'PAIR' TOPS £60,000

J. MARR AND SON'S pair-fishing stern trawlers *Navena* and *Armana* returned from the north of Scotland grounds last week with a catch which sold for a combined grossing of £60,214.

*Armana*, with Skipper Victor Buschini in command, contributed 1,248 kits, including more than 350 of cod, 40 of haddock and 680 of coley, which sold for £28,155.  
*Navena*, with Skipper Bernard Birley, made £32,060 from 1,461 kits, which included 350 of cod, 15 of haddock and more than 700 of coley.  
It was a bold move by Marr to send these smaller stern trawlers pair fishing and the grossing after 17 days at sea gives real food for thought.  
Fleetwood market had to adapt to handling big supplies of bulk varieties. Wyre Conqueror, a side trawler, was able to unload

more than 250 kits of coley on the same day as the pair fishers and yet still make £16,586 from 614 kits.  
Talking about the pair fishers' performance, Jim Cross, Fleetwood manager for J. Marr, said: "We are very pleased. There are one or two snags but, obviously, things are coming together. The good trips co-incided with a good market and there is no substitute for that."  
Another big performance came from the 53 ft. wooden

vessel *Girl Doris*. Skipper Jack Delroy brought her back from the North Channel with 109 kits, including 18 of hake and 40 of roker, to make £3,971.

On the same day Andrew Wilson (Skipper Fred Thompson) maintained her reputation for top quality when she landed 394 kits, including 35 of hake, 70 of cod, 65 of haddock, 80 of coley and 40 of dogs for £14,850.

Also landing was the former Aberdeen vessel

*Boston Seahawk*, now having a good run under Skipper John Ruckentbury. The vessel had 281 kits - 40 of hake, 75 of cod, 15 of haddock, 40 of coley, 30 of roker and 15 of dogs - which sold for £8,846.

There were good prices throughout the week, although boats were setting high averages rather than records. Quality cod made between £30 to £34, while there was also a good demand for most other varieties.

## Zonia goes north



The Fleetwood trawler *Zonia* is going back fishing again - but from a Scottish port. She has been sold by J. Marr and Son Ltd. to Boyd Line of Hull which will work her from Granton. She will have a Scottish skipper and crew who will box her catches at sea. The side-fisher will be a very welcome addition to the Granton fleet which took a knock when British United Trawlers pulled out. She is expected to be renamed *Arctic Brigand*.

## Dock shock

From page one  
used registered labour for the large majority of landings and its decision is that *Wardley* must continue to do so in the future. It then discussed the new ruling that all inshore boats must indent for lumpsum labour from March 6.

About a dozen inshore crawls, landed fish themselves at Grimsby last week and four vessels had less than three kits of fish. The new regulations are certain to have a very serious effect on this class of vessel and may eventually drive them away to other east coast ports.

Last weekend a spokesman for a leading firm of inshore agents at Grimsby told *Fishing News*: "We shall fight this one tooth and nail. This time the lumpsum really have gone too far."

"There is a great deal of sympathy for the inshoreman and I hope they will seriously reconsider the matter before the March deadline, otherwise they may find other sections of the industry prepared to make a stand and fight this one out by unloading their own vessels irrespective of NDLB rules."

"Grimsby cannot afford to lose the inshore fleet. It is sheer lunacy to come forward with a proposal like this which will affect the summer fishing in the east coast."

## French boat rams rocks—crew lost

AN OFFICER from the Royal Navy Air Station Cuddestone risked his life on Sunday in a bid to rescue the crew of the ably wrecked French trawler *Enfant de Bretagne*. She foundered on treacherous rocks about two miles east of the Bishop Rock lighthouse during the early morning darkness, and all five crew were believed dead.

Two of the bodies were recovered and airlifted to Cuddestone. The pilot of the first helicopter on the scene, Lt. Cdr. Perry Loughran, saw the trawler jammed in the rocks.

The Isles of Scilly lifeboat went out, but was unable to get in among the rocks because of the dangerous swell. Lt. Cdr. Loughran's observer, Lt. Gordon Wright, was lowered into the sea where one man was seen floating in a life-jacket. The area was strewn with wooden wreckage.

## New honour for Boyd

LORD HALIFAX, Lord Lieutenant of Humberside, has announced five appointments as Deputy Lieutenants of the County, among them being Tom Boyd, CBE, DSO, chairman of trawler owners Boyd Line.

Mr. Boyd, an honorary brother of Hull Trinity House and a director of the British Fishing Federation, was twice president of the British Trawlers' Federation from 1964 to 1968 and

The floating man was found to be about 1 ft. under the water, his life-jacket suspended above him.  
Lt. Wright had great difficulty with the heavy swell, and was at times 2 ft. under water and, at others, 10 ft. above the waves. "The water kept hammering my face," he said.

"I was hit by wreckage and I was frightened on one occasion because the rocks were close. The tallest one near me was about 25 ft. high, but the highest in the area must have been 45 ft."

## Vital to save seafood firm

A SUCCESSFUL rescue operation for the Glasgow-based firm W.S. Unkles (Seafood) is vital. This was stated by the chief executive of the Scottish Fishermen's Organisation, Jim Lovie, after visiting the plant - now in the hands of the receiver - this week.

Mr. Lovie also met Gregor Mackenzie, Minister of State at the Scottish Office, to discuss the crisis.  
The Minister made it clear that any rescue plan for the firm would have to show that the new company would be viable and secure for its employees.  
The Minister appreciated that there may be hundreds of jobs at stake and said: "It is

## Mackerel move on

THE CORNISH mackerel season is showing signs of moving to a close, according to local fisherman.

The fish have moved further west again and the best fishing last week was in the Lizard area. Earlier in the week large fish were caught in the Minicomes and Cornish areas, but they turned to smaller fish over the week.

There were large shoals in the Falmouth Bay area but these fish were found to be mainly 'minis'.

On Sunday there was very heavy fishing close inshore of the Minicomes and these were large fish.

Last week the large fish were being caught between 10 fathoms and the bottom, with a few lucky crews finding the odd mark of large fish higher in the water.

The fishing off the Minicomes was heavy for line boats, while Skipper Clinto Powell's Ocean Crest netted heavy landing.  
Many boats think that the increasing amount of smalls and the westward drift, are signs of the season coming to an end.

The skipper of a 30 ft. line boat told *Fishing News* that he usually takes his last decent catch of the season the week, based on his record over five years.

His earnings over the last three years are also very interesting: the 74/75 season grossed £7,000; 75/76, £4,000; and this season, £3,000 - a sure sign of the season passing.

## HERRING BOOM STARTS TO FADE

ALTHOUGH herring boats continue to make good catches around Shetland, the boom which marked the beginning of the year is starting to fade.

Scottish boats coming north to fish have been pushing prices down at Fraserburgh and other mainland ports.

By Wednesday last week 9,000 units had been landed at Fraserburgh since the previous weekend, and prices were down to £17/19 a unit, making it barely worthwhile for Shetland boats to trip south.

Agreeing, Skipper Crawford of North Shields

He was replying to Hamish Watt, Scottish National Party MP for Banff, a member of the committee, who asked whether putting a stop to Danish industrial fishing would result in sufficient mature fish being available.

Agreeing, Skipper Crawford said that the Danes had increased their fishing effort, and that all was going for fish meal.

Frank Hooley (Sheffield, Healey, Lab) said that the Danes must be aware that they were destroying the stocks on which their own future also depended.

This time, Skipper Crawford disagreed: "They never seem to look towards tomorrow. Your argument is

had been shelved several times because of costs and there was a danger that the plan would be put back further.  
He stressed the national importance of the scheme at North Shields which is still the cheapest port to work from. "Unless conditions improve quickly, however, we will begin to lose business. Improvements are vital if North Shields is to become a meaningful port," he said.

EEC Commissioner for Regional Development, Enrico Carloti, is being invited to see conditions at the fish quay first hand.  
Committee chairman, Gordon Dobie, said that the plan

## WEATHER KEEPS DOWN CATCHES FROM IRISH SEA

THERE were extremely slack supplies at Milford Haven last week due to gales on the Irish Sea grounds.

This resulted in prices rising to around £40 a kit. Top Norrard Star (Skipper Jim ship of the week was Picton Sea Eagle (Skipper Robert Foster), which landed 107 kits selling for £4,295.

On the same day Picton Seolion (Skipper Trevor Salter) made £3,525 from 91 kits. Between them the vessels landed 65 of cod, 10 of

# 'Criminal' fishing by the Danes

"A CRIME against man" is how one skipper described Danish industrial fishing in the North Sea. He and other leading skippers from the English and Welsh coasts gave evidence last week to the Trade and Industry Sub-committee of the Commons investigating the fishing industry.

The speaker was George Crawford of North Shields. He was replying to Hamish Watt, Scottish National Party MP for Banff, a member of the committee, who asked whether putting a stop to Danish industrial fishing would result in sufficient mature fish being available.

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This time, Skipper Crawford disagreed: "They never seem to look towards tomorrow. Your argument is

logic, but we believe they are destroying the goose and wiping themselves out."  
The fact that the disastrous events in the North Sea might be repeated in the Channel was expressed by Leslie Cunningham of Brighthelm, Devon, secretary of the South-West Fishermen's Association and of the SW Producers' Organisation.

He pointed out the large Danish Government investment in the factories there and said that the Danish catch of a million tonnes for men was about the same in quantity as the British catch for human consumption.

Skipper Crawford thought that the British Ministry of Agriculture and Fisheries, led

by John Silkin, was trying to keep its collective finger on the industry's pulse.  
"I am not trying to hand over backward to compliment the Government, but the present Minister is the finest we have ever had. The Ministry is fighting like hell for us while the Foreign Office is busy doing deals with the Russians."

country. That is why we have a fairly healthy stock but we are worried that, with the North Sea depleted, the Danes will come down fishing for meal and then we shall lose our stocks."

Mr. Cunningham said that he had been fishing before the war and recalled that after the six years' enforced rest then, stocks were so good that a trawler could take in an hour what the heat boat with modern devices spent all day catching now.

Mr. Watt asked whether Brussels EEC officials had sufficient know-how to draw up a workable fisheries policy. Mr. Cunningham replied that he did not think so, and that there was not enough liaison between them and the fishermen, or between national governments and fishermen.

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## Watch on poachers

MUDFORD fisherman have been told that naval ships from Portsmouth are on surveillance of the fishery protection in the south coast.

The Alutahard fishermen had asked the Minister of Agriculture, Fisheries and Food for naval protection as they allege foreign trawlers come close inshore at night off the port.

Mudford fishermen say the foreign boats trawl using illegal gear on nursery beds.

## COMMENT

WITH THE focus of protecting our fish stocks centred on the operations of East European fleets the situation in Cornwall, where our own fleet is the main offender, seems to be going unnoticed. This week, the first of a long queue of British fishermen will hear charges against them in Cornish courts of fishing inside the three-mile limit.

When it is realised that the main source of protection is a small patrol boat operated by the Cornwall Sea Fisheries Committee, it is not difficult to imagine how many are getting away with it.

As far as the local community is concerned, the mackerel situation in the south-west is now completely out-of-hand.

After their futile meetings in London last year, the Ministry and the Producer Organisations seem to have washed their hands of any responsibility for what is happening to one of Britain's major fish stocks. Over the coming summer months the problem will disappear as the shoals move away but, come next year, the pressure on mackerel will be even heavier as the British fleet finds itself more restricted on other stocks.

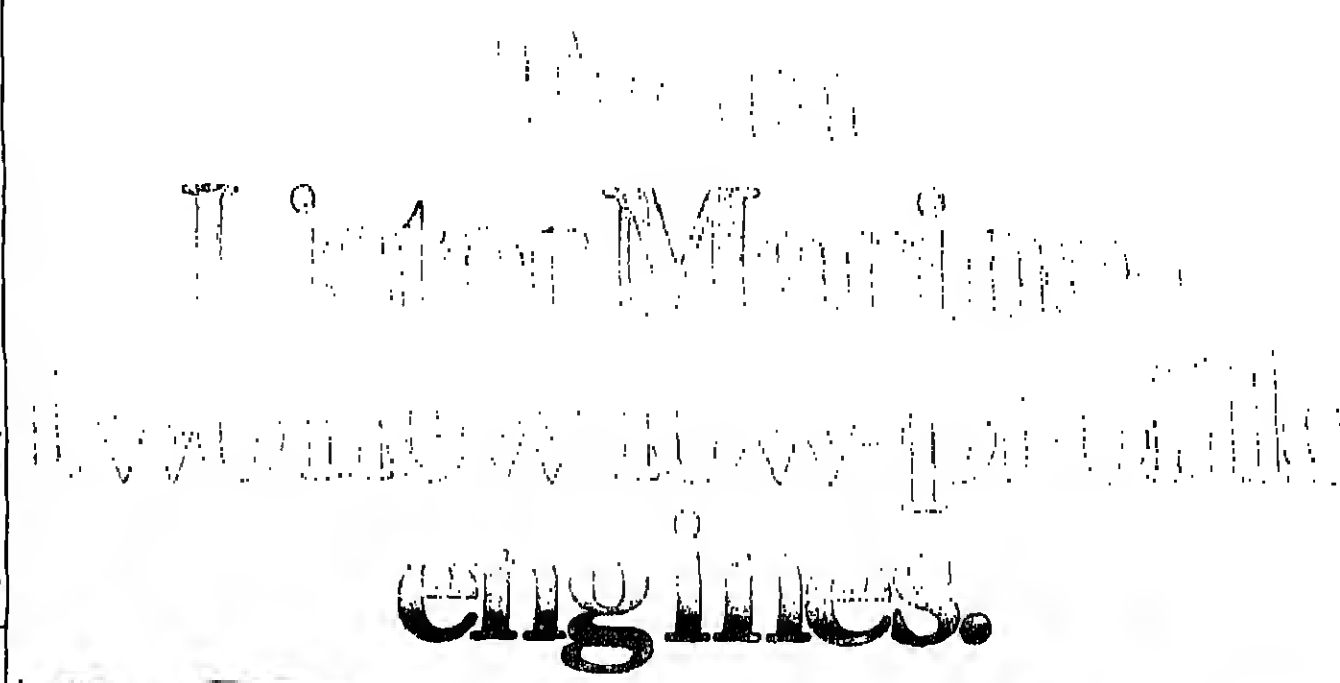
In desperation, two Cornish liberal MPs, David Penhaligon and John Pardoe, have been forced to write to the EEC Commissioner, Finn Gundelach, appealing for protection for the local fleet from large vessels. With the stock in danger and a consequent depression of market prices, it is suggested that the EEC should impose a 12-mile limit reserved for small vessels.

What a sad reflection it is on the British fishing industry and the Government, that MPs should be forced to appeal to the EEC to solve what is really a domestic problem.

How they must be laughing in Brussels when a country like Britain, which is so critical of the way other member fleets operate, cannot control its own fishermen.

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## Piracy skipper dies

ABERDEEN skipper Collin Cordner (61), the main prosecution witness in the *Mory Craig* piracy trial five years ago, has died in Aberdeen Royal Infirmary.

The piracy case was the first in Scotland for about 150 years.  
Skipper Cordner was put ashore from the trawler *Mory Craig* with the mate and three other crewman at Peterhead after five other crewmembers took the vessel over in October 1970.

In May 1971 the five crewmen were jailed

piracy. Their appeals were rejected by three judges in the Court of Criminal Appeal at Edinburgh later that year.

Skipper Cordner's last command was the trawler *Wilron Wood*. He left fishing in 1974 and became mate and relief skipper on oil rig supply boats.

His son, Alan (20), is a crew member of the stern trawler *Clorkwood* which landed at Hull on Tuesday.

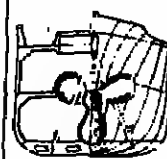
Skipper Cordner is survived by his wife, and son and



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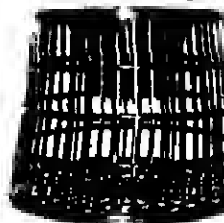


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# Confusion over landings of round haddock

**THE PROPOSED** restrictions on landings of ungutted haddock have produced some discord among organisations representing fishermen in Scotland.

Talking to *Fishing News* this week, Skipper Willie Hay, a director of the Scottish Fishermen's Federation and the Scottish Fishermen's Organisation, said that confusion had surrounded proposals made at a meeting with DAFF in Edinburgh, on February 4.

"The SFF after discussion with its chief executive, David Atchison, and other directors proposed a limit of 25 per cent of the total haddock catch landed as ungutted for vessels over 55ft., with a 50 per cent restriction for vessels under that length. "The chairman and chief executive of the SFO, Jim Lovie, proposed, unilaterally, that there should be a 50 box per landing restriction of 200-250 boxes per week from the North Sea.

"The department insisted that the restriction should be much more severe and proposed a figure of 10 cwt. per landing."

"The SFF, ASFO and the North West Trawlers

Association eventually agreed, reluctantly, to a figure of 15 boxes per landing.

"Only the SFO through Jim Lovie insisted that a catch restriction was preferable."

Willie Hay continued: "I personally feel that a catch restriction at this time is not the answer and I will give my reasons at the meeting of the SFO in Banff this Saturday.

It has always been the aim of the SFO to present a united front, but they were unable to support plans proposed at a Edinburgh meeting for a 10 cwt. restriction, explained Mr. Lovie in a letter to his members.

Mr. Lovie stated that plans to cut back landings did not "seem likely" to achieve the expected reduction in catches."

Mr. Lovie maintained that vessels under 40 ft. should be made a special case.

The restrictions would apply to the west coast as well as the North Sea, despite the fact that boats fishing the west coast were not catching North Sea quotas. "It seems to me that it has fallen on the Scottish inshore fleet to reduce landings while the deepsea section are to be allowed to carry on as they have, because they land rounders," said Mr. Lovie.

## Criticisms of DoT are not valid

SIR, It would be tedious of me to write to you every time I felt it necessary to rebut criticisms in your columns of the way in which the Fishing Vessels (Safety Provisions) Rules 1976 are being applied to existing fishing vessels as they come under DoT survey, but there are times when I find it difficult to refrain.

One such occasion arises from your issue of January 28, 1977, in which you report Fleetwood's loss of one of its most successful near-water vessels with the sale to Canada of *David Wilson*. Considerable prominence to the views of the owner about "frustrations caused by the Department of Trade stability rules" are given.

It would like to make the following points for the benefit of your readers:

(a) Early in 1978 the owner voluntarily undertook to obtain the stability characteristics of his vessel and sought Governmental assistance towards the cost. We agreed that remedial measures to ensure compliance with IMCO criteria should be investigated.

(b) The so-called new criteria which are being introduced were recommended to the industry as long ago as March 1969. The criteria, which were set on a minimum basis, have been endorsed by the Holland-Martin Report and by industry. Furthermore, they have been used by a Court of Formal Investigation as a yardstick. It is reasonable, therefore, that the Department should aim to achieve these minimum standards which, not surprisingly, have been written into the 1976 Rules.

(c) If in an attempt to improve the vessel's stability, the

### LETTERS

owner took a series of measures separately, it would not be reasonable to describe each measure taken subsequent to the first as being an additional requirement of the Department, since the basic objective remained unchanged. (d) In addition to the stability exercises, the Department during the past year has also

inspected safety equipment, the carriage of which has been a statutory requirement for over 10 years.

It is difficult, in these circumstances, to see the validity of any argument which might imply that the 1976 regulations were being onerously applied. M. J. Service, Head of Branch 2, Marina Division, Department of Trade, Savoy Hill House, Strand, London WC2X 0BX.

## THREE-MILE BAN OR COBLES WILL JUST DISAPPEAR

SIR, The Scarborough Coblmen's Association would like to take the opportunity of pointing out that Tom "Dank" Mainprize, chairman of The Scarborough Inshore Fishermen's Society, does not represent the coblmen.

The chairman of The Coblmen's Association is Ben Colling and, at the moment, we are pressing the Government and the North Eastern Sea Fisheries Committee for a three-mile limit where there would be a ban on all boats trawling.

problem, it is the same all round the coast.

If this limit is not imposed in order to conserve what small area coble boats can work in, and also to conserve shellfish and fish stocks, the days of the coblmen are over and a way of life and a type of fishing that has been in existence for hundreds of years is finished.

S. Ogden, Secretary, Scarborough Coblmen's Association, St. John's Road, Scarborough, North Yorkshire.

## 'NUT' LOOSE

A MANIAC is at work at North Shields fish quay where several lorry drivers have reported finding the wheel nuts on their vehicles loose.

Police are urging all lorry drivers using the fish quay to check their vehicles before leaving.

"Not only drivers, but the general public face considerable danger," said a spokesman for the police.

## SWAN DANCER SAILS IN



The Thompson brothers, David and Peter (left), aboard *Swan Dancer* before she sailed.

*SWAN DANCER*, the 32ft. stern trawler displayed at the London Boat Show in January, arrived at the base of St. Mary's, Isles of Scilly, on Tuesday last week.

The Thompson brothers, David and Peter, had collected the *Cygnus Maris* GM32 craft that afternoon and made the trip from Falmouth, Cornwall, punching the tide in some nine hours.

"There were big swells and thick fog from the Lizard," Peter Thompson told *Fishing News*. "We would not have sailed our old boat, a 36ft. Admiralty craft, until the weather had changed, he said. But we only took one lot of spray on the foredeck all the way."

David is skippering *Swan Dancer* and will mainly work the GRP boat single-handed, although another brother, Roger, will sail with the craft.

The boat will stern trawl all round the Scilly islands working up to about two miles offshore.

The main catch is plaice, with a fair amount of ray (skate) and a selection of other species.

*Swan Dancer* has arrived just in time for the main three-month season—February, March and April—when most of the catches are sold on the mainland. During the rest of the year, fish will be sold locally by brother Peter to visitors, etc. He also works as a boatman.

The brothers have, up to now, operated the only local boat concentrating on white fish, as shellfish is the island's main catch.

However, a few local craft may start white fishing and the family's old boat, *Shiralee*, is expected to continue trawling with white fish.

*Swan Dancer* is powered by a recent Gardner diesel of 84 hp and has a small wooden cabin which is the

# Customs catch up on duty-free run

**SOME NORWEGIAN** fishermen are likely to be more modest in their purchases now that the Norwegian customs have discovered that they are not paying duty on large quantities of freezers, colour television sets and other items bought in Lerwick, Shetland.

Buying was particularly heavy before Christmas, but H.M. Customs and Excise was not in a festive mood and solemnly sent their colleagues in Norway a list of 62 vessels which had sailed for their home ports cabins stacked with domestic appliances.

The Norwegian customs believe that probably there are a great many more fishing

boats which have turned in a dishonest penny in this way. This suspicion has been confirmed since many fishermen, not on the list supplied by the British authorities, have volunteered to pay duty on goods which they had "forgotten" to declare.

The Norwegian customs and police are investigating the matter to determine the scale of the trade and how long it has been going on.

Apparently, the buying has been chiefly from one shop in Lerwick and, according to a Norwegian news agency report, payment has been made into a bank account in Oslo.

It is believed that the goods have been bought mostly for the men's own use.

## ARABS DUE ON STUDY TOUR

**SEVERAL** Saudi Arabian university graduates will soon be visiting the UK to attend a new 12-week course in fisheries technology and management.

The course will be run in conjunction with the Hull College of Higher Education and Plymouth Polytechnic.

The course has been produced by the White Fish Authority specifically for developing countries, with the aim of giving the staff of their government fisheries departments a broad appreciation of all aspects of fisheries technology and

fisheries administration. The course will be run in conjunction with the Hull College of Higher Education and Plymouth Polytechnic. Few countries can afford to be without their fisheries officers while they attend lengthy courses abroad, so the WFA has "put a quid into a pint pot" by making its course as short and intensive as possible. In this way it is hoped to attract students from many developing countries.



Heda Benoni, a member of the WFA's fisheries development project team in Saudi Arabia, takes a look at *Fishing News*.

## Billingsgate

WHAT'S so special about 'London-cured'? Why are people prepared to pay a premium for fish cured in smoke houses in the Matropole itself rather than in some distant port?

What makes London smoked salmon, cured in some back turning of the East End, superior to the nationally advertised 'traditional' run and brown sugar' cure? (Incidentally, it is not rather interesting for anyone but a confirmed alcoholic to even contemplate steeping a delicately flavoured fish such as salmon in so crude a substance as rum?)

One thing is certain. No one is going to find out the curing secrets of London's smokers. They would rather discuss their tax returns than reveal their special methods. But one factor is their selection of raw material.

They buy a large proportion of their fish in Billingsgate and so they have the widest selection of fish available. And they are prepared to pay for quality. Far too often at a port one sees the poorest fish—that which has just accepted the condemnments—being removed off to the smoke houses to 'save their lives'. Buying second-rate material always results in second-rate products.

The proof of the pudding is in the eating. This is where the subtle flavours of these delicately cured haddocks, impregnated of any dye, cured by Dicky Bird, fall lovingly on the tongue. Crisp golden skin of trout, sole and haddock when prepared by the curiously-named Hamburgh Products, whose elegantly sign-written scarlet and gold van proclaims them also to be producers of smoked 'alla' (sic) London-smoked salmon, almost exclusively the province of Jewish manufacturers, is sliced with a spoon and, melting in the mouth, releases a hint of ethnic spice.

There is, perhaps, one more factor to add to traditional recipes and careful selection of materials. That is these products still come from small family firms where the major influence is the owner/craftsman, not the management accountant.



Spratters Helene Gertsen and Arons Champion sheltering from the weather.

## WEATHER SLOWS SPRATTERS

**ANOTHER** good week of sprat fishing in the Flam-borough Head area off the Yorkshire coast was ended on February 10 by gale-force winds.

Fourteen Grimby vessels landed capacity catches of 180 tonnes, there was no very long delay in unloading, although several vessels waited up to 36 hours before

they cleared the landing jetty.

Some skippers said the shoals were beginning to disperse and there were the first signs that the season could be drawing to a close.

With adverse weather forecasts, most of the fleet united in port for the winds to fair away.

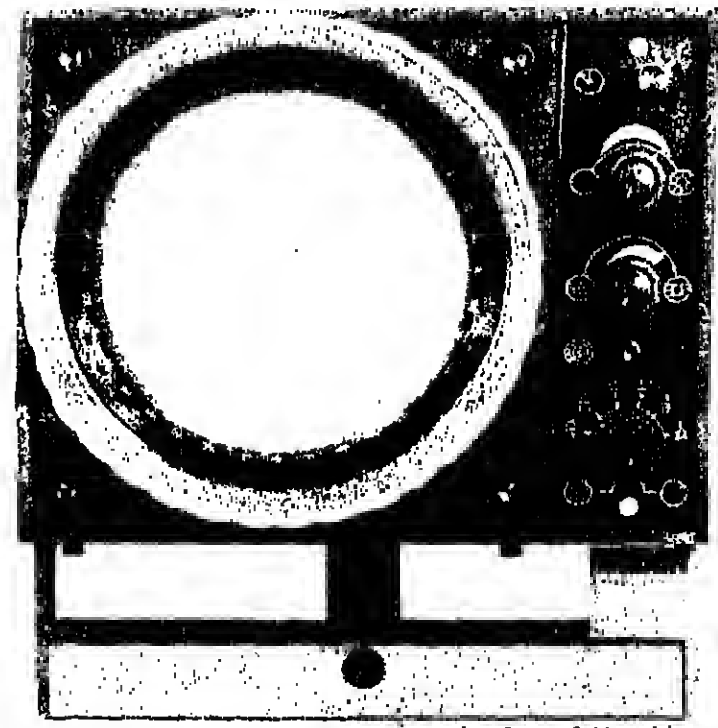
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# Greenland reds bring in top prices

FLEETWOOD'S distant water trawlers returning from the east Greenland grounds last week made good crossings, considering the conditions, thanks mainly to the top prices paid for redfish — a variety in little demand previously.

J. Marr and Son Ltd.'s larger Fleetwood stern trawlers have all been forced to work this area because of quota restrictions and they found it far too easy.

Skipper Bill Reader who commands *Luneda* — the first vessel to return from the area last week — said: "Conditions were to say the least far from comfortable. Out of eight days down there, three were lost through the weather and that weather, even for Greenland, was abnormal. The crew has been splendid. They have really earned their money."

"Ice and freezing fog have been the main problems. There have been icebergs and peck ice and no place to find shelter. You can't get within 60 or 80 miles of the coast for ice. I have never seen anything like it."

"The crew was turned to time and time again to chop

away ice. The fish was there to make a trip, but the below-zero conditions cut back fishing time."

As it was, *Luneda* was able to catch 660 of reds in the area and, after augmenting her total with some middle-water fishing, landed 1,201 kits, also including more than 500 of cod, for a grossing of £30,936.

Although the stern trawlers *Jocinta* and *Govina*, which landed on the following day to *Luneda*, did not fare as well, their redfish prices were encouraging.

*Gavin* (Skipper Charlie Scott) landed 876 kits, including more than 350 of cod and 300 of reds, for a grossing of £22,578. *Jocinta* (Skipper Gordon Wignall) made £27,078 from 1,014 kits, including 550 of cod and 300 of reds.

It was left, however, to the small stern trawler *Boston Stirling* to steal the distant-water limelight with a White Sea catch. She returned with 1,546 kits, including 1,350 of cod and 200 of haddock, to make £40,005. Skipper Bill Bridge was in command.

## Director elected

MALCOLM Smalley, of fish merchants Robert Smalley Ltd., was elected to the board of the Grimsby Fish Merchants' Association Ltd. at its annual general meeting on February 8.

Mr. Smalley replaces Mr. D. D. Lambard who recently tendered his resignation.

The three directors retiring by rotation, namely Mr. J. E. Atkinson, Mr. F. D. Croft and the chairman, George Chalbeck, offered themselves for re-election and were successfully returned.

SMALL & Co's former Grimsby side trawler *Priscilla* is to be renamed. Application has been made for the 283-ton *Sally*-built vessel, previously in the Sir Thomas Robinson fleet, to be named *Suffolk Craftsman*. The name was formerly earned by Putford's 202-ton *Winkler* before her sale by Small & Co.

## BRID BUILT ANGLER



*Moby Dick* — built for a Bridlington skipper to take out wreck fishing parties.

A BRIDLINGTON man has designed and built the largest vessel to be launched at the port since the last war.

"The 40ft. fishing boat, *Moby Dick* has taken nine months to build single-handed on a local industrial estate. Paul McKie, who completed *Moby Dick*, had previously concentrated on boat repairs."

The £30,000 boat, the first of her kind for Bridlington, was ordered by Art Newby, a Bridlington skipper, who plans to use her for wreck fishing trips for line fishermen.

Until recently Mr. Newby

operated two cobbles, but he sold one while *Moby Dick* was being built.

He said: "The boat has a 1311 bhp — much better than a normal cobble. I intend to enter for parties going wreck fishing throughout the year."

He said the vessel could also be used for commercial fishing.

Mr. McKie has equipped the boat with radar, VHF radio telephone, echo sounder and a 6ft. long cabin behind the compact wheelhouse.

The vessel, with a Perkins 120hp engine, a 120 gallon fuel tank, electric hauler and hydraulic steering, is capable of 9½ knots.

## DELAY ENDS

AFTER a four-year delay development is to begin at Rosseval, County

Galway, on Ireland's west coast.

Designated a major fishery harbour by the Government in 1973, the only work undertaken was the building of a 400-ft. pier, just 4ft. in width.

Approach roads and other services are lacking and, despite protests by fishermen — for whom the port meant a saving of about four to five hours on steaming into Galway — there has been a long delay in starting more work.

Now Bord Iascaigh Khare advertised for contractors to build an ice-making plant. Planning permission for the building is being sought and it is intended for completion by late summer.

There is also to be development work on a 4,000 sq. yd. area adjoining the new pier, which will be protected by a storm wall, to accommodate small fishing operations.

## WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on February 6, 1977.

The new rates of interest for vessels under 80ft. and new engines are, up to five years, 12½ per cent; five to 10 years, 13 per cent; 10 to 15 years, 14 per cent; over 15 years, 14½ per cent.

For purchasing plants, up to five years, 14½ per cent; five to 10 years, 15 per cent; 10 to 15 years, 15½ per cent; 15 to 20 years, 16 per cent.

The rates on advance instalments before February 6, 1977, are unchanged.

## DEEVALE MOVES TO MILFORD

MILFORD Haven's fleet has been increased by the arrival from Fleetwood of the pocket trawler *Deevale*.

The vessel had been purchased by local owners from Charles Bird of Fleetwood and she sailed for her new port last week.

*Deevale* was originally brought to Fleetwood by Ward and Son Ltd., which purchased her from Aberdeen owners.

She was sold to the company some years ago. *Deevale* is the last of Fleetwood's pocket trawlers to be bought by Milford Haven. *Westdale* being the ship-

# Kinkless nylon anchor cables

MARLOW Ropes Ltd., a member of the Hawkes and Tipson Group, has conceived an idea for a new type of anchor cable — a type which I think has much to commend it.

The idea is that, instead of splicing three strand rope round a thimble and shackling the eye thus made to a length of chain shackled to the anchor, you splice the company's eight-strand multi-plot nylon rope to the chain and so eliminate a fastening likely to obstruct free passage of the cable through bow fairlead or hawsepipe.

An anchor cable made in this way has some notable advantages. On the many occasions when you have to shift berth or get underway without delay, you can leave away on winch or windlass until the anchor is close up to the forefoot and do not have to interrupt proceedings to lift the shackle and thimble in over the fairlead.

Multi-plot nylon possesses all the advantages of any nylon rope for anchoring purposes — and then more. On account of its form of construction it will stretch further before it breaks.

In addition, it grips well on winch and windlass barrels or in sheaves of hydraulic haulers. Size for size, it is as strong as three strand nylon rope. And, for good measure, it is a delight to handle and does not kink.

You might be deterred, as I was at first, from acquiring some of it for use as a cable on account of doubts about your ability to splice it to chain. If that should be the case, cast them to the winds.

If you get a copy of the *Marlow Guide to Knots and Splices* (obtainable free from the company if you send an SAE), illustrations and clear instructions in it make the job as simple as end straightforward.

## Dealing with noxious fumes

"MOST" fishermen are familiar with the fumes created as a result of sealing polypropylene rope. Can these fumes be a danger to health?

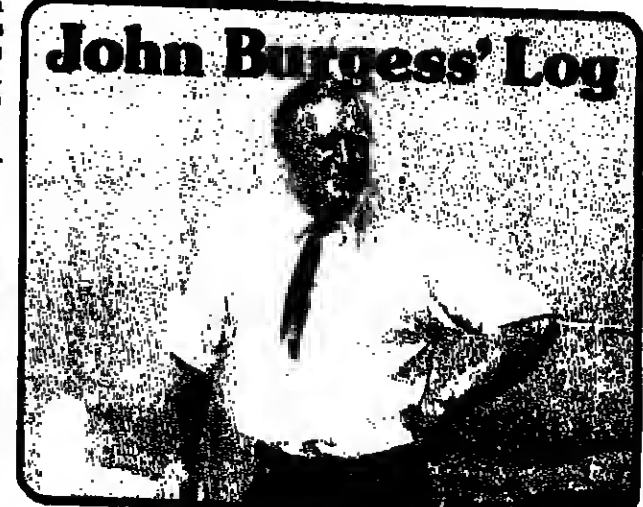
"If so, what precautions should be taken to avoid risk and why on earth are these dangers not publicised when the rope is sold?"

If you were to seal many PP rope ends in a confined space from which fumes could not escape, you might asphyxiate yourself in the same way as in any smoke-filled compartment. They could, therefore, be held to constitute a danger to health.

Precautions to be taken to avoid risk obviously include taking action to disperse fumes before they become any kind of a menace by sealing rope ends only in a well ventilated compartment.

I don't think small quantities of smoke from burning synthetic rope ends or fibres can be dangerous because one of the accepted ways of distinguishing between different types of synthetic fibres is to burn them and smell them.

PP, as you doubtless well know, smells like burning asphalt; PA (nylon) like celery; PES (polyester) like



John Burgess' Log

as splicing three strand rope round a thimble.

You may be tempted to serve the splice to protect parted strands from abrasion. But I am not so sure that this would be a good idea.

You might be in constant doubt about what precisely was going on underneath the serving or it might be a case of 'out of sight, out of mind' and the splice would not be inspected at all.

I think that, since it is so easy to tick in a new splice if strands become worn, it would probably be best to leave it unsealed and to inspect it regularly.

Multi-plot ropes are made in sizes from 10 mm diameter upwards in nylon and in various sizes in other materials.

Details of materials, sizes available, breaking strengths, prices etc. for fishing and shipping applications are obtainable from Tough Ropes Ltd., Greenock, Scotland, or Hawkins and Tipson Ropemakers Ltd., Thamesmead, Erith, Kent; for yachting applications, from Marlow Ropes Ltd., Hailsham, Sussex.

It might pay you in the long run to coat a few pots with a bitumastic composition and a few with Rustoleum. You would then find out which provides the best value for money.

I had an idea that, using based on fish oil, it might be more suitable for coating pots than any bitumen-based composition. I was never able to prove this theory, but the composition protected the steel admirably.

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## PUT A STOP TO POT ROT

"I HAVE purchased some galvanised wire mesh netting and intend to make my own lobster pots."

"Can you recommend any compositions which will prolong the life of the wire as I believe it does not last long when in and out of salt water without some form of treatment?"

"The most cost-effective method of treating wire pots would be to dip them in a bath of hot tar at the beginning of each season."

If you have not got facilities for doing this, coats of whichever of their compositions is recommended for the purpose by Wiles Dove Bitumastic Ltd., Hebburn, Tyne and Wear, are likely to be effective.

Once treated a pot with a slatted steel base and steel bows with a composition called Rustoleum, which is obtainable from Arthur Westoby and Co. Ltd., 124 Boulevard, Hull.

I had an idea that, using based on fish oil, it might be more suitable for coating pots than any bitumen-based composition. I was never able to prove this theory, but the composition protected the steel admirably.

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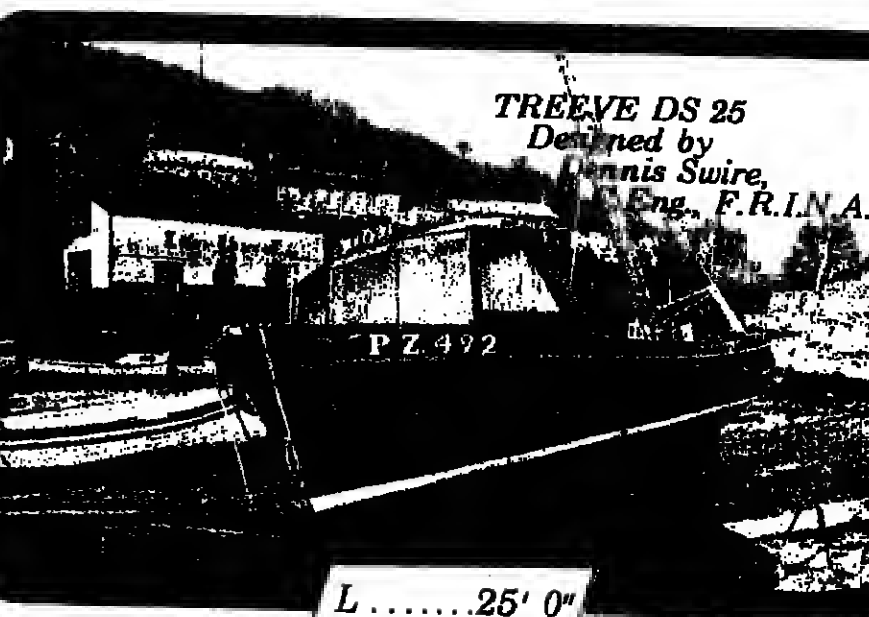
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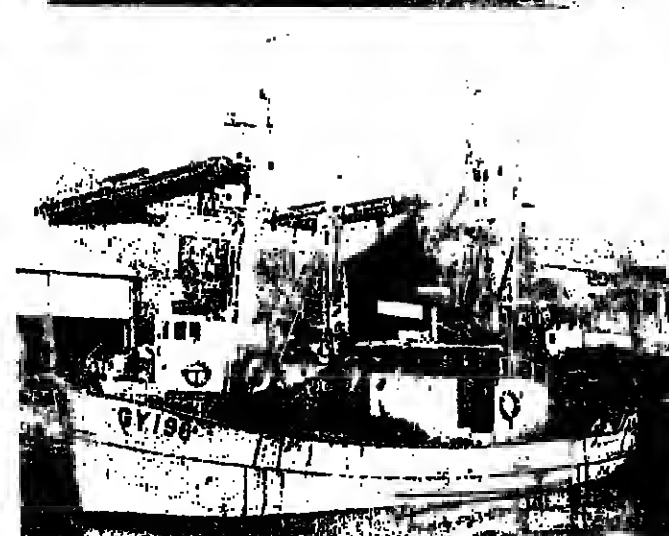
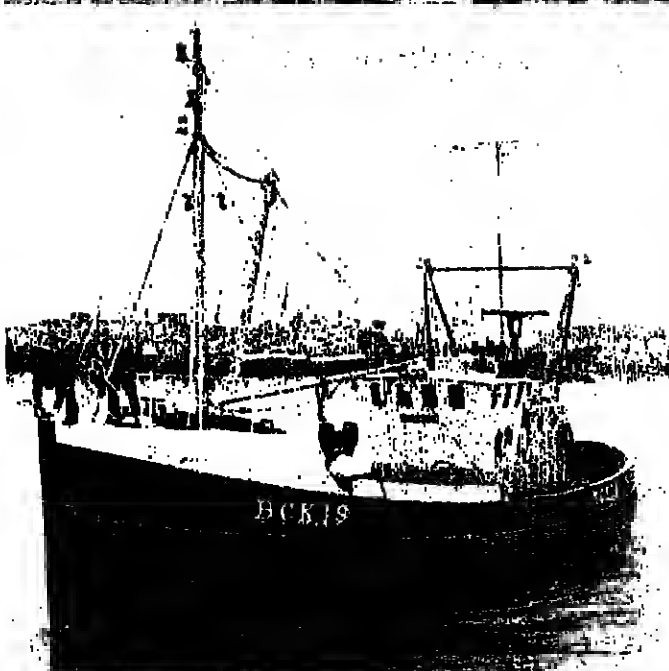


# INSHORE at Grimsby

A MONTHLY FEATURE



David Cox (left) and Murdo MacInnes of the brand new agency, Danbrit [Fish Salesmen] Ltd. Below: *Green Valley* at Grimsby where she will be converted to a pair trawler and work through Danbrit. Another of the firm's craft, *Leanda*, sets sail on her maiden trip.



Above: *Willemine* said to Scarborough. Below: seiners laid up late in January on the day *Lena* broke the port grossing record. Some of the seiners at sea the same time as *Lena* returned empty.



**PROBABLY** the most important development at Grimsby for a long time came in January with the establishment of the new seiner and pair trawler agency, Danbrit (Fish Salesmen) Ltd., by Murdo MacInnes and David Cox.

Starting off an agency is usually an uphill battle without ownership of an existing fleet and, although Mr. MacInnes and Mr. Cox jointly owned the seiner *Dover Star*, the manner in which privately owned vessels have transferred to Danbrit speaks volumes for their reputations at Grimsby.

At the beginning of February, 15 vessels were pledged to the Danbrit flag and, by the end of the month, managing director Mr. MacInnes told *Fishing News* he hoped a number of other vessels would also be working through the office.

Additionally, the appointment of BFF president Mike Burton, of Newington Trawlers Ltd., as chairman has given Danbrit an interest on both banks of the Humber and at North Shields.

Already it has been disclosed the Newington vessels *Burton Pidsa* and *Burton Agnes* will switch to Grimsby as pair trawlers, once off the south-western mackerel, and looking further ahead there would seem to be a fair chance of two Newington multi-purpose vessels (presently under construction) ending up at Grimsby with Danbrit.

Meantime, two skippers who work their own vessels through the new agency, are on the verge of ordering a new pair trawler and Volmar Nielsen's 70ft. Irish purchase, *Green Valley* (registered GY299), is also with Danbrit and will pair trawl with A. E. Richardson's *Paul Antony*.

Skipper Roger Younger will command *Green Valley* with Frankie Josefsen in *Paul Antony*.

Pair teams split between two different agencies are nothing new and there is already another similar

arrangement at Danbrit with *Leanda* (Skipper Borge Nejrup) paired to the Tom Sleight (F.S.) Ltd. vessel *East Bank* (Skipper Jerry Lee). *Leanda*, an arrival just before last Christmas, made her maiden with *East Bank* at the beginning of February.

So, in the space of two short months, a tremendous amount of activity has taken place and there may well be further developments elsewhere which could transform Danbrit (Fish Salesmen) Ltd. into one of Grimsby's most progressive and versatile agencies.

On top of this the firm is looking to Danish vessels for supplies of wet fish as the name (an abbreviation of Danish and British) implies.

## Manager

Mr Cox, Danbrit company secretary and director, left a similar post with Fred Parkes (Holdings) Ltd. to branch out with Mr. MacInnes, who spent seven years as Grimsby manager of the Boston Group's deep water fleet. Also, for five years, he was with seiners and pair trawlers as managing director of Tom Sleight (F.S.) Ltd.

They have recruited a vastly experienced staff and are now settled into modernised offices in Wharfedale Road, on the fish docks, formerly the home of trawler owners Sir Thomas Robinson.

Another recent important development was the decision by seiners fishing in groups to adopt a leader to make a daily report of the 'fleet' via Humber Radio to Humber Coastguard headquarters at Spurn.

This idea follows the growing tendency for vessels to overlook an individual daily call to the owners reporting positions on a grid-type map of the North Sea, brought in after the loss of the seiner *Morena* two years ago and designed to assist in locating vessels in an emergency.

In the past, vessels on good fishing have often been loathe to reveal their whereabouts and periods of silence have given cause for alarm.

However, any seiner in difficulties under the group-scheme would immediately be reported to the coastguards who have the authority to call out emergency services. In the past, the onus has been on the owners to notify the authorities. This seems a step in the right direction.

The early port record grossing by the seiner *Lena* (Skipper Ejner Sorenson) of £10,750, through the Chapman agency, came at a time when most of the fleet was still tied up in port waiting for the season to start but, in fairness, several other early birds drew a blank and returned light.

Nevertheless, it was an encouraging beginning for *Lena*. By now most of the fleet is at sea, hoping for a repeat of 1976. Certainly the inshore liners working the Humber for cod are having a much better winter this year.

The fishing should be starting to fade a little by now, yet at the beginning of the month the small fleet of inshore spraggers were still averaging around £40 per kit.

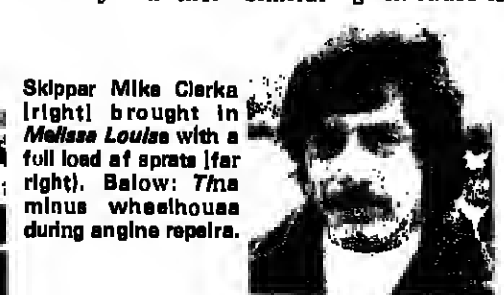
The spraggers, too, have also had a good season with plenty of fish. Skipper Mike Clarke of *Melissa Louise*, in his first full season in command, has justified the faith of owners and agents A. E. Richardson & Co. Ltd. and has performed usefully all season for a smaller vessel.

Mike normally pair trawls with Skipper Alan Thinnesen in *Ellen*, which pulled out of spratting late in January to have a Wesmar 220 anti-lucking sonar fitted.

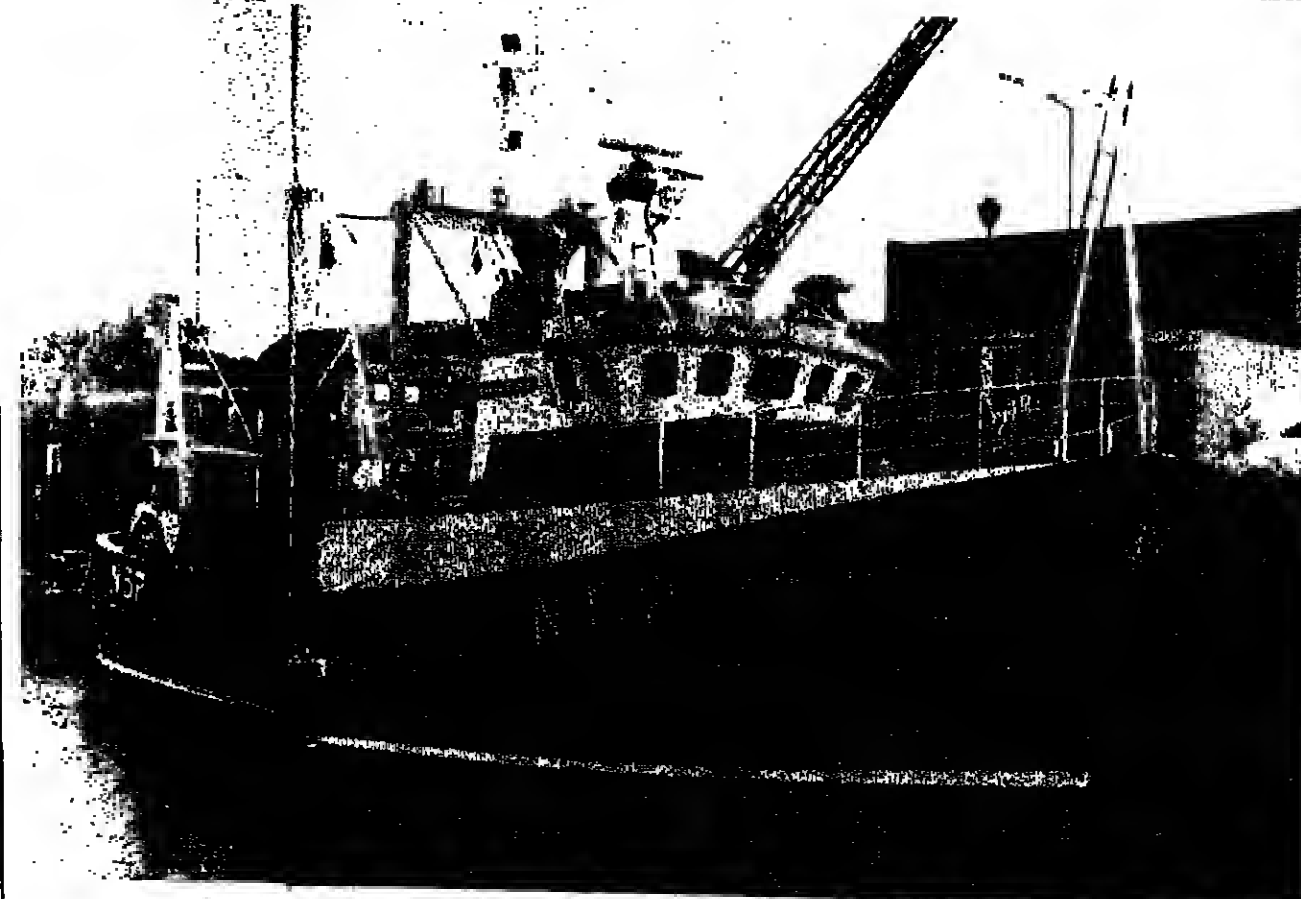
There was, however, much more serious trouble for brother Peter Thinnesen who commands *Tino*. She lost a lot of time on the spruts through major engine repairs, involving the removal of the entire wheelhouse.

In view of this, it was small consolation to owner Skipper Hugh Thinnesen that his own command *Samantha*, despite landing difficulties, was having a bumper season.

Ending yet again with a sale, the inshore trawler *Willemine* has been sold to Mr. J. H. Lawrence of Sarnborough. TOM WOOD.



Skipper Mike Clarke (right) brought in *Melissa Louise* with a full load of sprats (far right). Below: *Tina* minus wheelhouse during engine repairs.



**THE COMPLETION** of the 87 ft. steel trawler *Green Field* continues a long association between the Buckle shipyard of Hard and Mackenzie and the Chambers family of Northern Ireland.

During the last 22 years the yard has built five wooden vessels for the Chambers family of Annalong, County Down.

Skipper Victor Chambers who was a pioneer of mackerel trawling in the UK worked with the 70ft. *Green Pastures* built in 1955 and later, with the larger and more powerful *Green Pastures II* built in 1966.

However, about five years ago he came ashore to manage the family's fish processing factory at Annalong.

*Green Field* has been built to the order of Yellowdown coast. Later, the Chambers and his wife will probably take part in the haul of the Isle of Man herring under the command of Skipper Tom Stephens.

A sister-ship, to be named *Blackstone ESSLS Green Isle II*, is now under construction at Buckle which gives 800 hp at 1,500 rpm. It drives the Liaaen twin propellers with a Lisen gearbox of 1:1 ratio.

In design and layout *Green Field* is a radical departure from *Green Pastures II* and is of traditional layout with a cruiser stern and a large working deck aft.

*Green Field* is of steel superstructure forward and large working deck aft. Victor Chambers chose this layout because it is more efficient for trawling and provides better working conditions for the crew.

He had decided on a steel vessel because they are easier to handle than wooden boats of similar size. Below deck the vessel has the engine room forward and fishroom aft. This layout allows for a more spacious fishroom.

Designed by the Buckle shipyard, *Green Field* is of rounded hull form with a transom stern and raked side rails. She has an overall length of 87ft., a good beam of 24 ft. and a registered tonnage of just short of 800.

She is capable of single boat trawling with pelagic and demersal species such as herring, mackerel, and cod.

She will probably be fitted with a 12in. fish pump.

# GREEN FIELD Chambers family moves up with 87-footer in steel

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ment in the engine room includes a Gilbert Gilkes and Gordon Gilmeo 300/875 bluge and general service pump, a Gilmeo 100/375 fuel transfer pump, two Worthington Simpson air compressors and a Godwin fresh water pressure system.

A Pyro oil-fired boiler provides hot water for central heating and domestic use, and this unit can also be used for warming up the main engine.

The engine room is ventilated by Airmax fans and there is also a small Patter ABW engine for charging the batteries.

Twin funnels are fitted as part of the deckhouse structure. Two tanks aft of the fishroom hold a total of 5,000 gallons of fuel oil.

A further total of 2,200 gallons are carried in two wing tanks in the engine room and there is a 200-gallon daily service fuel tank and a 100-gallon lube oil tank.

Some 2,400 gallons of fresh water, and 2,200 gallons of water ballast, are carried below the fishroom. Ballast can be either salt or fresh water, as the latter would provide a supply for the ice maker if required.

The ballast tank is filled or emptied for trimming the vessel by the use of the electrically-driven Gilmeo pump in the engine room.

On deck, the Norskov Lauren trawl winch lies well forward under the after end of the shelter deck. It is fitted with two trawl drums, a gilson barrel, a bag rope barrel and two warping ends. Power is from a Dowty motor. The winch has

operated guiding on gear, brakes and dog clutches, but the speed can be controlled locally or from the wheelhouse. Each trawl drum carries 800 fathoms of 2 in. wire.

A goalpost-type mast is mounted on *Green Field*'s deck, at the after end of the shelter deck, and this carries two trawl derricks so that the cod end can be lifted over the port or starboard side.

Situated aft is the combined galleys and gantry. A Liasse Hydraulic Co. 28in. power block is hung on an Atlas crane, the base of which is set on a steel platform which forms part of the gantry structure.

The crane has a reach of some 20 ft. and its articulated design gives the power block considerable manoeuvrability.

An unusual feature is the small landing winch fitted on the arm of the Atlas crane. For unloading the catch the crane can be swung round to hang forward of the gantry, so that the landing winch can be used to work the landing derrick.

A hydraulic capstan is also fitted below the gantry for use in helping to lift the net aboard. The Atlas crane, the discharge winch and the capstan are of Cosalt supply, while Norskov Lauren of Denmark made the towing blocks and trawl leads.

When pair fishing the boat will tow both warps through the starboard towing block and leads, but will use both port and starboard sets when single-boat trawling.

Other deck equipment is to include a 12in. fish pump.

pump with fish and water separator.

A Rapp hydraulic windlass is fitted on the shelter deck forward of *Green Field*'s wheelhouse.

The fishroom, which has a total capacity for about 200 tons of bulk fish, is divided into two. Both sections are arranged for boxing and bulking, being fitted with steel stanchions and wooden pound boards.

There is a watertight door in the bulkhead between the two sections. The forward section is insulated on sides, deckhead and bulkheads with self-extinguishing polystyrene faced with redwood, and the after section is lined with redwood but is not insulated. Each section of the fishroom is served by a single steel hatch.

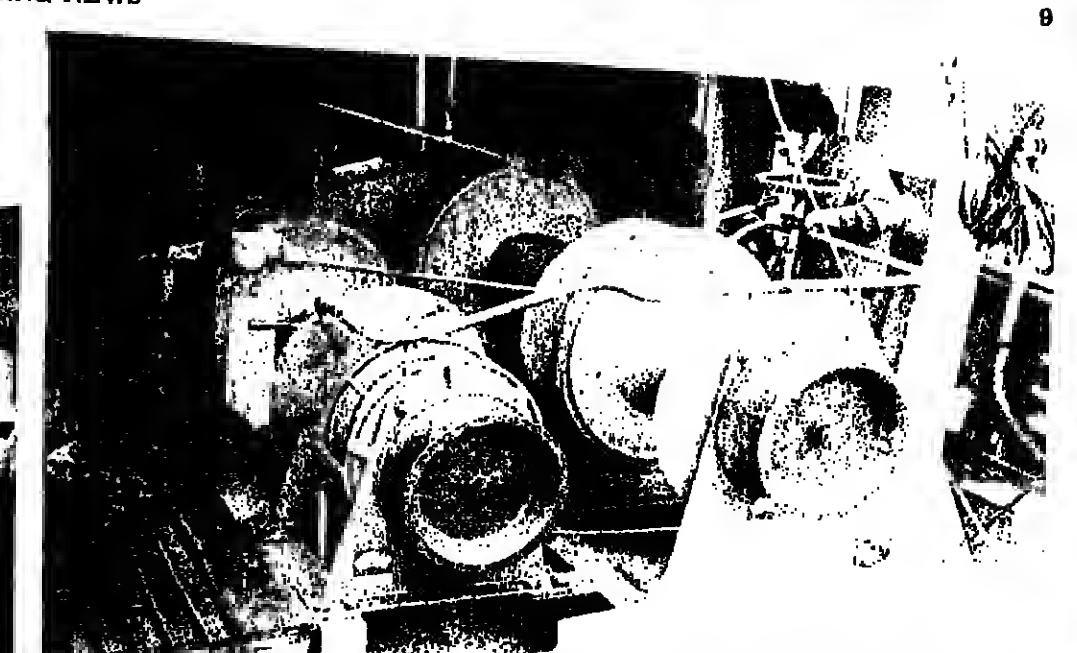
One of the more unusual features of *Green Field* and also of her sister-ship *Green Isle II*, is their Promac 1800 hold refrigeration and flake ice plants.

Victor Chambers had ordered the equipment at the Catch '76 exhibition in Aberdeen last September, where it was featured on the stand of Morep Ltd. which is agent for the Dutch firm of Promac Nederland BV.

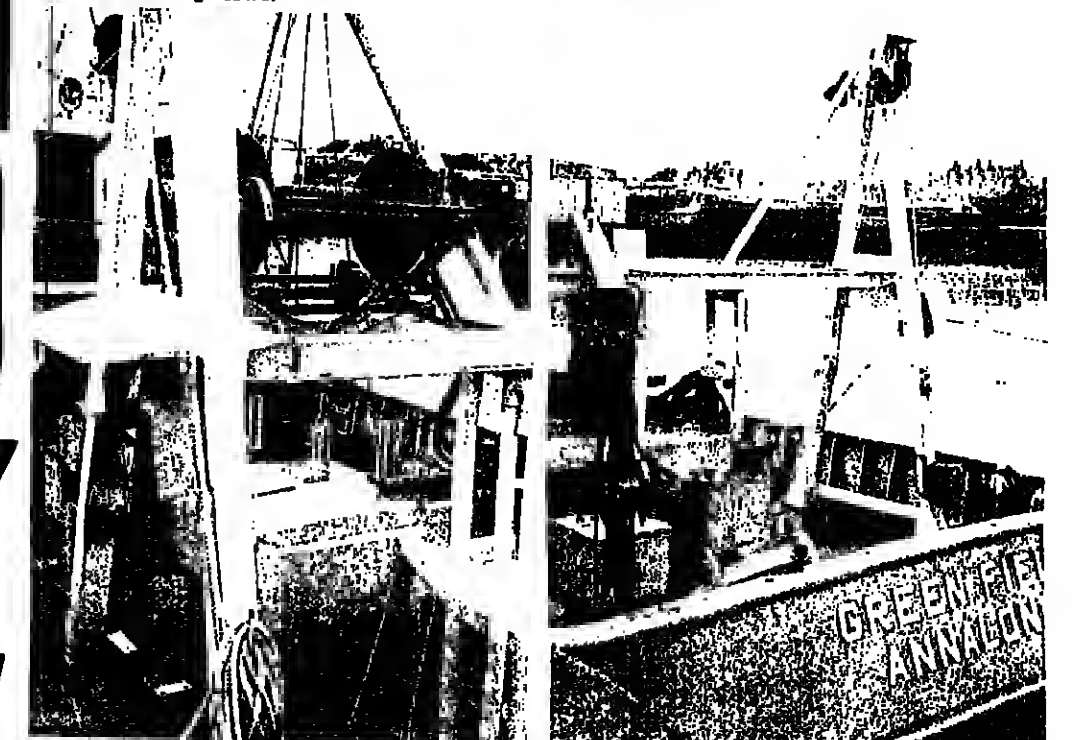
The plant consists of a single electrically-driven compressor unit which powers the fishroom refrigeration and the flake ice machine, either together or independently.

In this installation, the refrigeration system capacity is 4,300 kilo calories per hour and, when refrigeration is in operation, the flake ice machine can produce 1.2 tons

Turn to page 11.



Left: final completion work being carried out on *Green Field*. Above: her Norskov Lauren trawl winch seen from aft. Below left: part of *Green Field*'s stern gantry showing the port galleys, Norskov Lauren towing block and Farmarna net transducer winch. Below right: her Atlas power block on the (left) has an unloading winch mounted on the arm. Also seen are the Cosalt capstan and starboard galleys.



Above: *Green Field*'s Wesmar 88220 sonar supplied by Meranti. A second transducer and a chart recorder will be added later. Below left: Promac flake ice plant in the fishroom. Below right: cooling coils for the fish room refrigeration system mounted on the deckhead.





# Minister hovers over Russian fleet

QUIETLY FISHING in the North Sea last week, Skipper Jacob Cole in the 55ft. Whitby trawler *Venus* landed a surprise catch...a cabinet minister, no less. Out on a fishery protection exercise with the Leander-class frigate HMS *Cleopatra*, John Silkin, Minister of Agriculture, Fisheries and Food, was among a Navy boarding party sent to check the gear on *Venus*. With Skipper Cole's nets all in order and some Navy whisky exchanged for a basket of fish, the boarding party came away happy.

The main purpose of Dutch, Belgian and Mr. Silkin's day aboard Danish trawlers made an appearance. Also on board *Cleopatra*, commanded by Captain John Webster, were Captain P. Dingemans, Commander-in-Charge of Fisheries Protection, and Peter Derham, Deputy Chief Inspector of Fisheries, MAF.

While Mr. Silkin expressed himself as satisfied with the way the Navy is coping with its wider protection role, he could not have helped noticing the frustrating political conditions under which the protection fleet is operating.

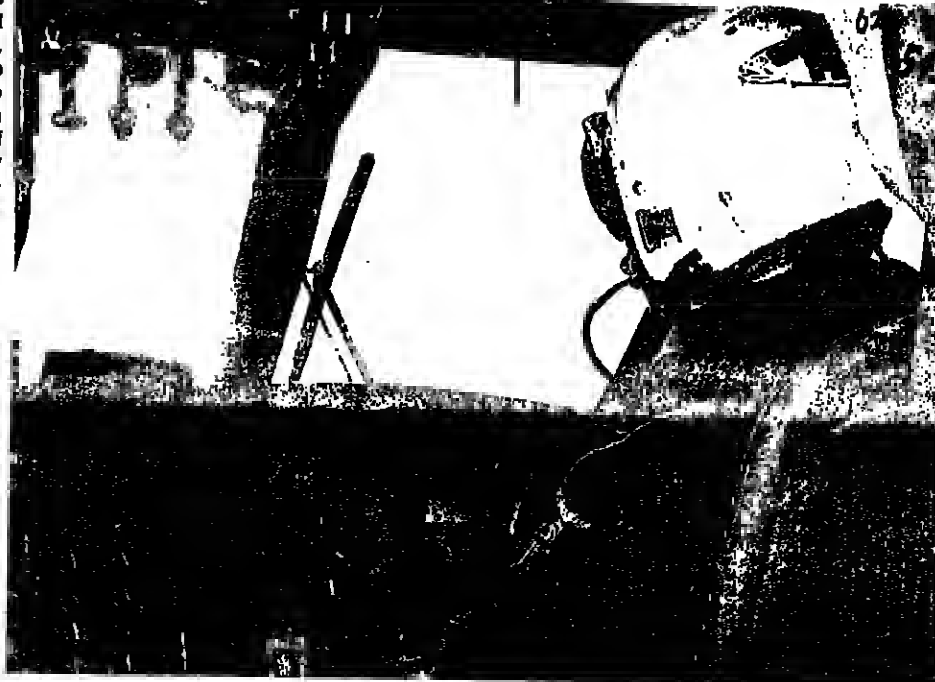
Foreign Secretary, Anthony Crosland, had been telling Brussels that the Russian fleet is fishing illegally in British waters, but the Navy was still limited to routine checking of gear on Eastern bloc trawlers. This kid-glove treatment was also apparent among the Navy helicopter crews, reports *Fishing News* editor, Harry Barrett, who also flew from HMS *Cleopatra* over the grounds. Pilots were contenting themselves with one low sweep over the Russians so as not to embarrass them.

After explaining that there was no legal framework under which Soviet trawlers fishing with the correct gear could be arrested, Mr. Silkin was later able to report that this situation had been rectified. A message flushed to *Cleopatra* that an Order had been laid before Parliament which would mean that unlicensed vessels would have to leave the grounds came as Mr. Silkin was preparing to leave the ship.

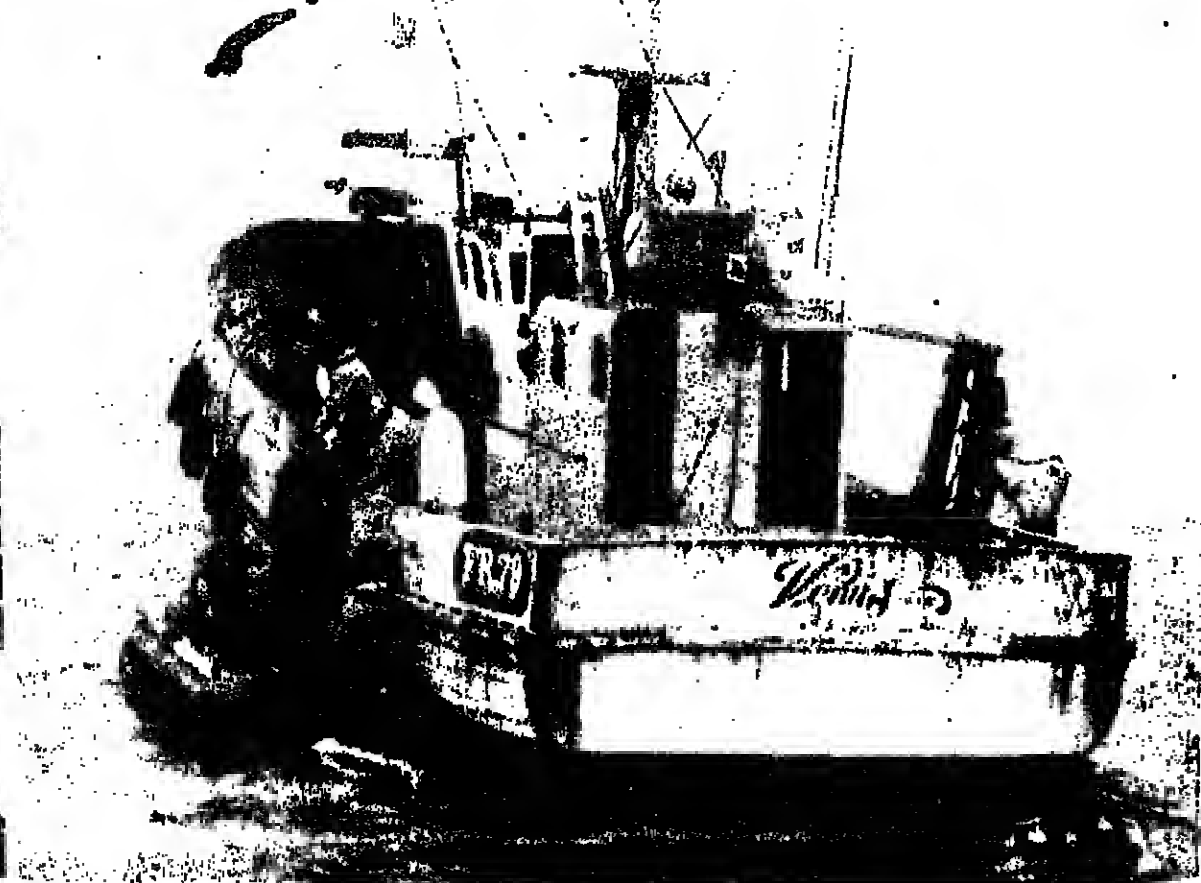
Questioned as to whether this now meant that the Navy would immediately be warning off unlicensed vessels, Mr. Silkin indicated that the Russians in particular would be given a period of grace now that the Soviet Union had opened talks with the EEC.



Above: ready for take-off. The Minister of Agriculture and Fisheries, John Silkin (right), prepares to fly over the North Sea grounds in *Cleopatra's* Sea King helicopter. On the left is Captain John Webster, commander of HMS *Cleopatra*. The Minister saw only a very limited part of the foreign fishing effort. Most of the Russian fleet was reported to have moved off to Shetland.



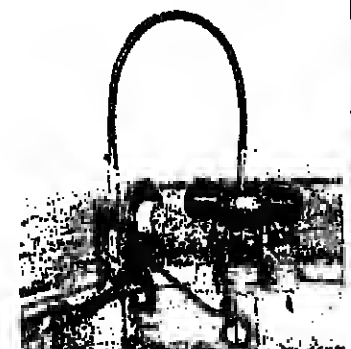
Right: a Royal Navy Sea King helicopter patrols the North Sea. Information is used to build up a pattern of fishing for the sea protection force to follow. Two Sea King helicopters flew out from Newcastle to rendezvous with *Cleopatra* on the day of the Minister's visit. Note 'sea' Britain's fish' sticker on pilot's helmet.



Right: the Minister being lowered into HMS *Cleopatra's* Gemini dinghy to join the boarding party put on the Whitby trawler *Venus*.

Left: *Fishing News* editor, Harry Barrett, prepares to be lifted off HMS *Cleopatra* for a run over the North Sea aboard a Sea King helicopter.

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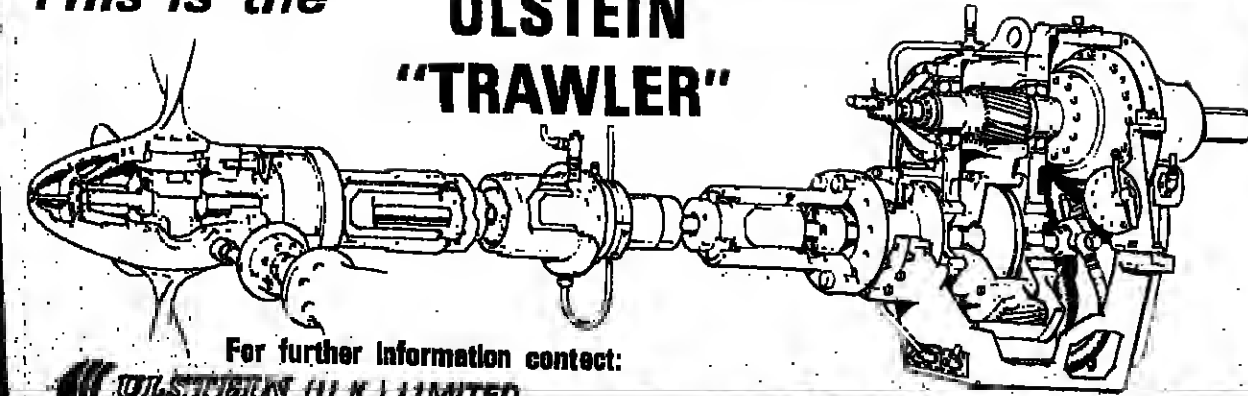
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## Green Field

From page nine

of ice from fresh water or seawater in 24 hours.

Production rate rises to 2.00 tons per 24 hours when the fishroom refrigeration circuit is not in use.

Aboard *Green Field* and *Green Isle II*, the fishroom is divided into two and the insulated forward section is arranged for refrigeration. The cooling coils are fitted on the deckhead and maintain the fish room temperature at just above freezing.

Fitted to one side, the ice plant is very compact and the ice it produces is always fresh and supercooled — even at the end of a fishing trip. The equipment will enable the vessels to make longer trips, if required, and yet still land fish commanding the best market prices.

Another important advantage is that they will not have to waste time queuing up to take delivery of ice in port. This applies particularly to their home port of Kilkeel, where it is only possible to get alongside the ice plant for about two hours around high tide. There is often a big queue of boats.

The equipment has been installed by Refrigeration

(Aberdeen) Ltd., a firm which has specialised in the installation of refrigeration equipment in the fishing industry for 20 years.

It has been proved that these Promac refrigeration and ice plants can pay for themselves within a couple of years.

The aluminium wheelhouse is fitted with a small island-type console on which is arranged the steering column and controls for engine, propeller and bow thruster.

Electronic equipment is arranged around the perimeter and, with the exception of the Weimar sonar, is all of Decca supply.

Simrad fish finding side scan Decca include EQ echo sounder, CI Echo Scope, EX echo sounder, SQ sonar, CM sonar scope and MS Signal Processor. The Signal Processor is the first to be installed and is designed for use with the sonar to eliminate unwanted echoes from other vessels working nearby.

The EX echo sounder can be used for vertical sounding or for use with the net transducer.

Communications and navigation equipment includes 'Sailor' T122 R105 asb radio telephone, Simrad RW Watchkeeping Display

'Sailor' RT144 vhf radio telephone, Audix intercom system, and Decca 914A and Super 101 radars, 450 Automatic Pilot, Mk.12 Navigator and 350T Track Plotter.

Marconi has provided the Wesmar SS220 Computerized Scanning Sonar. Introduced by Western Marine Electronics of Seattle early in 1975, quite a number are in use in the UK. Its narrow sonar beam makes it an ideal unit for high definition of targets at close range.

Operating at a frequency of 160 kHz, it has a sounding range of from 150 to 3,000 ft. and a beam width of 8.5 degrees.

*Green Field* will shortly take delivery from Marconi of supplementary equipment for use with the SS220. This will include an additional transducer operating at a frequency of 60 kHz and, also, a chart recorder.

Marconi says that these two units will be the first to be installed in the UK and, together with the existing SS220, the equipment will be known as the SS240.

The low frequency transducer will give a sounding range up to 4,500 ft. and a greater beam width and, together with the high fre-

quency transducer, will give the equipment greater versatility.

Other equipment in the wheelhouse includes a Wynstruents Mk.3 straight-line window wiper, a large chart table, Tenford H115 steering gear and two Bostrom Viking 300 chairs. Morse controls for the winch are fitted against an aft-facing window.

A Farmerine net transducer winch is fitted on the stern gantry, while the transducers for both sonar sets are housed in the engine room.

A Francis searchlight is carried on the wheelhouse top and Chalmitt rubber-cessed floodlights are fitted to the superstructure. Accommodation is arranged on trawl deck level, below the shelter-deck, and includes a stateroom, w.c. compartment, washroom and shower, eight-berth cabin, single-berth cabin for the skipper, large messroom and separate galley.

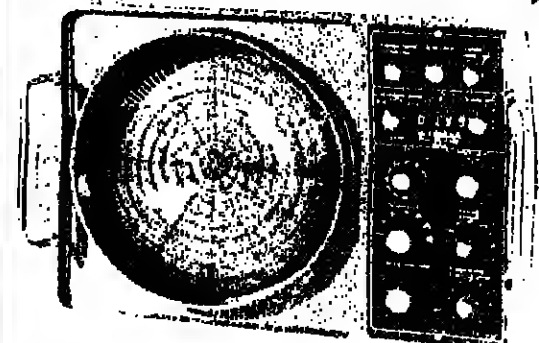
Equipment in the galley includes a Kenpsafe oil-fired cooker and small electric standby cooker. An electric locker is situated in a handy position in the after end of the accommodation.

Fire extinguishers are from Fire Appliances Industries

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